

(ESTABLISHED 1881.)

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Hongkong, 16th December, 1904. [41]

JOHN DEWAR & SONS & CO., LTD.

W H I S K Y.

Extra Special \$16.00 per case 12/1
White Label \$24.00 „ „ 12/1

White Label \$24.00 „ „ 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904.

[778]

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17E, QUEEN'S ROAD.

Hongkong, 18th August, 1904.

\$55.00 EACH

An ornate, dark-colored side table with a decorative top, a central panel, and four curved legs. The table features intricate carvings and a small decorative object on top.

OIL HEATING STOVES

SLOW-COMBUSTION HEATING STOVES,
\$18.00 and \$22.00 each.

LANE, CRAWFORD & CO.

Hongkong, 20th December, 1904.

CALDBECK MACGREGOR & CO.

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD, HONGKONG.

ESTABLISHED 1864.

Hongkong, 8th December, 1904

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG will be

found interesting and enjoyable.

WM. FARMER, Proprietor,

WM. FARMER, Proprietor

TELEGRAM

(Reuter's.)

The North Sea Incident—The Alleged Bribery.

LONDON, 22nd December.

According to the newspapers, it was ascertained yesterday, that the agents of the Russian Government are two of the better class English seafaring-men named Walsh and Bennett; when interviewed they admitted that they were in Russian employ, and that they had obtained four statements confirming that there were torpedo boats among the trawlers; these statements had been signed before the Russian Consul; they denied that they had been bribed but only compensated as informants for loss of time. The Consul, who is also an Englishman, at an interview, said he anticipated that an official statement would be issued shortly; his only duty was to take the statements.

(Cablegrams.)

Japanese Warships coming South.

San Francisco, 19th December.

Forty Japanese vessels, under the command of Admiral Togo are now sailing south through the Yellow Sea to intercept the Baltic fleet. Notwithstanding its reported return, the Japanese Government has been notified that the Baltic fleet is now less than five hundred miles west of Colombo, in the Indian Ocean.

Less than half a dozen of the blockading warships at Port Arthur have been sent to dry-dock for repairs, while practically the entire fleet is included in the expedition to meet the on-coming warships.

The fleet that is now en route to intercept the Baltic squadron, includes five battleships, six armoured cruisers, fifteen protected cruisers, three torpedo gunboats, several gunboats and a large number of destroyers.

Should each squadron continue at ordinary speed, the Japanese fleet will reach Malacca Straits before the Baltic fleet enters the China Sea.

The blockading squadron left at Port Arthur will patrol as near to the entrance of the inner harbour as the Russian guns will permit, its only purpose now being to intercept contraband goods.

THE COST OF THE KWANGSI REBELLION.

The finances of the Liang Kwang provinces have long been at a low ebb, owing to the expense of maintaining a large military force in Kwangsi. The authorities of the two provinces have consequently been in considerable trouble as to how to replenish the provincial treasury. The *Guangtung* asserts that it has now been decided to borrow from a German merchant, Tls. 4,000,000 at 6 per cent, the loan to be redeemable in 60 years. This loan is to be contracted on the responsibility of the Liang Kwang Government, and will be independent of the Central Government at Peking.

CRUEL EXECUTION OF A REBEL CHIEF.

According to news from Kwangsi. Viceroy Tsen Chen Hsuen lately offered \$10,000, reward for the head of Lu Ah Fa the chief of the rebels, who have had their hiding-place in the forty-eight dens of that province. Lu Ah Fa was subsequently captured after a desperate struggle, by Huang Chung Li, Liu Cheng Kuei, and Chang, Chen Te, and was, after trial by the authorities responsible, sentenced to "cutting to shreds"—a slow and painful process of death. (This form of punishment is inflicted only on persons guilty of felony, such as killing one's parent, murdering one's husband, or taking up arms against the law of the country.)

STRUGGLE WITH OCTOPUS.

DIVER'S FEARFUL ADVENTURE

Capetown.—While a diver, named Palmer, was engaged at the harbour entrance at a depth of 35ft., in placing blocks of concrete in position, an octopus's huge tentacle shot out and gripped him by the leg, and then another by the arm.

His horror and nausea increased as the disgusting creature drew itself slowly, horribly, and tenaciously from its hiding-place, flapping its feelers round the diver, and eventually fastening them all over his body.

He now saw that the octopus was of enormous size.

He had managed to keep one hand clear of the suckers. Had he not been able to do so it is probable he would have been dropped.

Having no knife he could make no fight with the sea monster, which had drawn itself clear of the block and was clinging bodily to him. This was in his favour. If the octopus had anchored itself to any of the surrounding masonry, Palmer would never have been able to free himself by his own efforts.

He gave the signal to pull up, and his mates were horror-stricken to see him appear unwrapped in the grasp of a monster octopus, which would not release its prey.

Knives and hatchets had to be used, and it required the strength of several men to release Palmer.

The creature measured 1½ ft. from tip to tip of the tentacles, and was the largest ever landed here.—*Star*.

It is seriously—and sensibly—suggested that society, in whose wake everyone else will follow should set itself to revive the Christmas spirit. Of late years it has been fashionable to be bored at this sort of thing, and affect to be bored at any attempt at jollity, hospitality, and cheeriness at Yuletide. It is quite a relief to find indications of the pendulum swinging in the other direction.—*The World*.

SEASONABLE WEATHER.

THE COLD SNAP IN HONGKONG.

A shivering crowd in the morning has been eloquent if silent testimony to the rigour of the weather which we have all experienced during the last few days. It was only last week that Hongkong was sweltering in the summer breezes, and looking for the air and whence it came. But yesterday the cold snap fell, and people who boasted of their hardy constitutions and wonderful vitality gave in to the blast. The Chinese coolies, to whom few Europeans can talk, looked like lumps of melting ice, and for a wonder even the "ricksha men" were civil to a fare. All they wanted was a run, and it is possible that the man without a cash would have been given a free fare, only that the puller might get warm. Yet according to that gentleman who rules the weather and marks it off on squares, there was little diminution in the temperature. In hot weather the clerk of the seasons carefully informs you that he has shaded the glass, and kept it away from any influence which might induce the mercury to rise. The result is that one perspires all to no effect, because the glass belies his story about the heat. But in winter and especially when the cold snap comes, the clerk of the weather takes immediate glee in placing the thermometer beside the fire so that it is impossible to tell what you really feel in the way of chilliness. It does seem ridiculous that a man should wear a blue nose and mitted fingers—covering a hand which Smollet has graphically described as something like raw beef—all to no purpose. There it is, however, and be the thermometer what it may, it will be allowed that the weather during the past couple of days to go back no further, has been unusually cold. Of course, it is Christmas weather. At the same time a little of it goes a long way like—but a Sam Wellerism is out of place in these days. Once again we see blazing fires and red-checked faces. The only hope is that all may enjoy the season, and that none may have to bewail a mis-spent time in Hongkong.

CRICKET LEAGUE.

The following is the League table up to date:—

Club.	Played.	Won.	Lost.	Drawn.	Points.
A. O. C.	10	8	1	1	25
Kowloon	7	5	2	0	15
H.K. Police	7	4	2	1	13
R. E.	9	3	3	3	12
R.G.A. 83rd Co. ...	7	3	2	2	11
Craigengower	7	3	3	1	10
Civil Service	8	2	5	1	7
H.K. C. C. "A"	4	1	0	3	6
P. A. M. C.	10	2	8	0	6
Parsons	5	0	5	0	0

N.B.—A win counts 3 points and a draw 1 point.

SHIPLOAD OF SCHOOLBOYS.

COMING TO HONGKONG.

Great Britain has been visited by a ship called the *Young America*, which represents an educational experiment on the part of the United States of considerable novelty. The *Young America* sailed from Newport at the beginning of October, with 253 American lads on board who for four years are to live on the ship and make cruises to all parts of the world. It is by way of being a compliment to Great Britain that on her maiden voyage the ship should make Edinburgh and London her first ports of call. She is a full-rigged sailing ship, and has been in the North. From there she sailed to the Thames, where her arrival was, we understood, to be signalled in some way by various scientific societies. From the Thames the ship proceeds to Christiania, Copenhagen, Gibraltar, the Mediterranean, the ports of the West Indies, and thence home to the United States. That constitutes the first year's voyage. In the second year the voyage will embrace Lisbon, Venice, Constantinople, and Santiago; in the third year St. Helena, Cape Town, Bombay, Calcutta, Hongkong, Yokohama, and San Francisco will be visited. In the fourth and last year the cadets, by then accomplished seamen, will go to Hawaii, Sydney, Hobart Town, Valparaiso, and Rio de Janeiro.

The special feature of the ship, and the plan of the education which she is intended to give, is that the *Young America* is not essentially a training ship. Strictly speaking, the cadets will be at school on a ship rather than on a school ship; although the training is carried out on naval lines, and the commanding officer is appointed by the Government, and is an officer of the United States Navy. Moreover, the disciplinary regulations are those of the United States Naval Academy. But during the four-year course the lads, who may be of any age between fourteen and nineteen, receive an education planned on liberal lines. There are twenty-five professors on board, and the instruction they impart is of two kinds—collegiate and commercial. The collegiate education is to fit the cadets for entrance to the American colleges, the United States Naval, or the United States Military Academy. The commercial course, in which the teaching French, Spanish, Italian, and German is a special feature, is intended to be joined to a practical acquaintance with the channels of the world's commerce—an idea to which the voyage will serve well to minister. There are to be special courses in steam and electrical engineering; and science is to hold a high place in the curriculum. Indeed, in a good many respects the voyage will be made to illustrate the work of the *Challenger*, and in a modified way, to imitate it. In very many ways the experiment is a most interesting one, and it has many well-wishers in Great Britain as well as in the United States.

TURF TOPICS.

It was bitterly cold at the rails this morning, and when Jardine's lot was given a three-quarter gallop there was not enough light to enable the quarters to be taken. The whole distance was done in 1.45. Other times were as follows:—

Mr. Mody's sub. 1m.—35, 1.12, 1.48, 2.21 3/5.
Mr. Forrest's sub. 1/2.—(7), 1.09 3/5, 1.44.
Sylph Rose, Steward, and Mr. MacKie's sub. 1/2.—Time: 39½, 1.21 1/5, 1.59 3/5, 2.36, 3.11.
Mr. Cruickshank's sub. and Mr. Gresson's Derby 1/2.—39½, 1.14 1/5, 1.48 2/5.

Mr. Humphrey's sub. 1/2.—41½, 1.18, 1.53.
Dr. Jordan's and Mr. Dorabjee's sub. 1/2.—38½, 1.10 1/5.
Mr. Mumford's sub. 1/2.—46, 1.30, 2.10, 2.49, 3.24 3/5.

Mr. Elve's sub. 1/2.—35, 1.13.
Mr. Apcar's sub. 1/2.—41 1/5, 1.17 2/5, 1.52 3/5.
H.E. the Governor's sub. 1/2.—41 3/5, 1.19, 2.00, 2.35 3/5.
Coke Walk and Hackenschmidt's 1/2.—36, 1.11 3/5, 1.48 3/5.

EARLY BIRD.

CANTON-HANKOW RAILWAY.

Much capital appears to have been made by some northern as well as local contemporaries over the misunderstanding which led to what was called the "Seizure of the rolling stock of the Canton-Hankow Railway by its creditors." The facts, as given us by a correspondent, are as follows:—For some time past a certain faction in China has been agitating for the withdrawal of the concession from the Railroad syndicate, because it was of considerable more value than at first thought and in order that they might secure it for themselves to their own advantage. Finding all plans failed, and they had nothing to urge to bring about a legal cancellation of the concessionary rights they ascertained there was a clause in the agreements providing that the concern should not be sold to any foreign Power or firm without the consent and full approval of China. Now, the emissaries of these factions, who were sent to spy out the conditions and operations of the Railroad Company, were not long in discovering that there were a number of Belgians employed, chiefly in the engineering departments. They immediately reported that these Belgians had been sent out by their government to inspect the progress of the line, investigate prospects, and negotiate with the Railroad Company for the purchase of the concession, and all the concern of the Company in the line. This news, the factions published broadcast, and in consequence a number of labourers, apparently, under instructions from some interested quarter, struck work, while the general manager arranged to go to Shanghai to consult the directing manager, and receive instructions as to his mode of procedure under the circumstances. He called his foremen and overseers together and explained the situation to them, and stated that he was leaving at once for Shanghai for those instructions. The men understood the position of affairs, and agreed that this was the best step to take. They then asked to be paid in full, but were informed that the manager had not that amount of money at hand but would shortly be back, and would bring ample funds to Shanghai. He then left, passing through Hongkong about a month ago. But no sooner was his back turned than some of those who were making every effort for getting hold of the railway put up one of the foremen to sue the company for the money due to him, stating that the work was stopped, the manager had gone away and was not going to return, and the railroad concern was about to change hands. The man then, alarmed about his dues, applied to the American Consul, and the railroad effects were attached. This news was telegraphed to Shanghai, and immediately steps were taken to settle the matter, and this was done promptly, the general manager leaving at once on his return to Canton, where he arrived on Wednesday last. The whole claim over which all the trouble was brought was only \$8,500 gold! It is understood that the work on the railroad will go on as formerly. "There are many Europeans in the employ of the company, besides the Belgians, but the proposition is far too good a one for us to think of selling or wanting to sell it, and China has no power to withdraw the concession, as she has been informed by the State Department at Washington." So observed an official interested in the concern when spoken to regarding the matter the other evening.

SHIPPING JETSAK.

For some time past the Nippon Yusen Kaisha's Seattle service has been carried on by the two steamers *Kanagawa* and *Iyo-niwa*. From next month a third will be available, as the *Shinano-maru* is to be released from the transport service in a week or two.

The s.s. *Inkum* arrived from Durban direct this morning, and will shortly proceed north to load coals again for the same port.

The s.s. *Sealdia* leaves to-morrow morning for Chinwantao, to load her complement of coolies for South Africa.

The master of the Norwegian steamer *Ragnar* Captain H. Nielsen, was recently prosecuted by the Harbour Office authorities for not reporting when his vessel last entered and departed from the harbour of Kobe. Judgment was given in default against the Captain on the 29th ult. and he was fined ¥100. This judgment having been confirmed, it was executed the other day on board the steamer.

A similar charge is to be preferred against Captain Fingalsen of the Norwegian steamer *Selur*, who left the harbour on the 2nd inst. without reporting, says the *Kobe Chronicle*. The hearing of this case was to take place on the 26th inst.

FORMOSA is now almost clear of plague, which has been prevalent in the island since May last. Up to the end of October no less than 4,204 cases and 3,107 deaths were reported to the authorities in the various districts, but between the 1st and 30th ult. only four cases and three deaths were registered.

NAVAL NOTES.

The Portuguese gunboat *Rio de Lima*, Commander Reis, is expected here shortly on her way to Macao.

The German battleship *Hertha*, with H.R.H. Prince Adalbert aboard, left Bangkok on 6th inst. for Singapore, Java, and Manila.

The Italian cruiser *Liguria* with the Duke of Abruzzi aboard, has arrived at Hanoi, where a banquet was given in honour of the royal naval officer.

As we anticipated in our columns some days since, the battleship *Vengeance* arrived from Amoy via Mirs Bay yesterday. She reached the Northern port on the 16th inst. and remained there until the Sunday morning when she came back as far as Mirs Bay, undergoing a steam-trial on the way down. It seems that the coal aboard was not of the quality for a very successful test with the result that the trial did not produce the most satisfactory results. Her speed was between 16 and 17 knots, while the revolutions were not maintained at 110, which is full power and calls for something like 18½ knots. One would imagine that the coal has been stored at the Kowloon depot for too long a period, for it is in very small sizes and partly perished. The *Vengeance* arrived in Mirs Bay on Monday last and went to torpedo practice the day following when she was unfortunate in losing a Whitehead torpedo. The divers endeavoured to locate it, but being unsuccessful, a reward of \$50 has now been offered for information which will lead to its recovery. On Wednesday a party went ashore and for some time was busy collecting greenstuff for Christmas decorations. We look to seeing a good bunch at each masthead to-morrow. May all aboard the ships of the Fleet spend a very jolly Christmas.

The Italian cruiser *Marco Polo* arrived at Nagasaki on the 13th inst., and is now being repaired. It appears that on Sunday the 11th inst. while she was lying at Woonung at anchor, she was run into by the German s.s. *Eva* while the latter was going into berth. The cruiser received considerable damage to the upper part of her bulwarks, but was not prevented from putting to sea a couple of days later. The *Eva* was damaged somewhat on the bows, but no injury was received below the water line. Before the *Marco Polo* left here, says the *Shanghai Daily Press*, it was freely stated that she was about to return home, but it is evident that the impression was incorrect, as her officers expect to make a stay of some length in Japanese waters.

Vice-Admiral Sir G.H.U. Noel, K.C.B., K.C.M.G., the Commander-in-Chief of the China Station, where we have forty warships, is a man of determination, says a home journal. He commanded the *Nile* at the time of the *Victoria* disaster, and but for his prompt action the *Nile* might have met with a similar fate to that of the *Victoria*. As a midshipman, he served in the *White Sea* during the Crimean War, and he acted under Lord Wolsley as commander of a naval detachment at Ashantee. Admiral Noel thinks that a sailor should do every kind of work, including the washing of his own linen. On the China Station sailors like to put the laundry-work in the hands of Chinamen, as it is cheap and well done. The gallant admiral took this as an act of laziness, and prohibited it. He was much amused one day to find the following chalked upon a prominent place: "What's the difference between Monkeybrand and a British Tar?" "One won't wash clothes, and the other has—well, got to."

EVADING THE SUGAR TAX.

SERIOUS CHARGE AGAINST A REFINERY.

ENORMOUS DEFALCATIONS ALLEGED.

A remarkable example of evasion of the Sugar-tax has come to light in Tokio. According to the *Yomiuri*, the offenders are the Nippon Seiseto Kaisha, or Japan Sugar Refining Company of Tokio, who have been evading the Sugar-tax by fraudulent means for months past. The Managing Director of the company and the man in charge of the rum manufacture department are now being prosecuted at the Tokio Chihō Saibansho by a certain Mr. Kin on a charge of evading the tax. It is stated that since October 1901, when the Sugar Consumption-tax was put into force, the company has been in a difficult position, and unable to declare any dividend. The position of the company, however, suddenly improved in the second half of last year, when a good dividend was declared, and especially during the present half-year the company has seemed to be most prosperous. This is now alleged to be due to profits made by evading the Sugar-tax. It seems that the company has been importing the raw material from Hawaii. First of all, it is alleged, both the Customs and Consumption-tax were artfully evaded in passing the raw sugar through the Yokohama Customs House. In the lighters transporting the sugar from the steamer to the hatoba, employees of the company would extract 70 to 80 kin from certain bags and conceal the amount at the bottom of the lighter, and later this would be forwarded to Tokio without undergoing the examination of the Customs authorities. Two other employees of the company were stationed at Yokohama, where they passed 500-kin bags for 400 kin at the Customs by fraudulent means, and the sugar so smuggled was concealed in tanks. Employees kept watch round the premises of the company against the advent of the tax officers, and gave warning at their approach. Two sets of books were kept, one for the inspection of the authorities, and the other for private use. It is also alleged that the scales used by the company for the examination of sugar by the authorities were fraudulent. The raw material refined daily being about 400 bags, the tax evaded would total ¥344 per day, or about ¥12,000 a year. Some time ago the Metropolitan Police had reason to obtain evidence. Now it is alleged the chain of evidence is complete.—*Kobe Chronicle*.

THE SIEGE OF PORT ARTHUR.

THE COURAGE OF MADAME STOESEL.

A Chefoo telegram to the *Tokio Nichinichi* states that most of the rivers in the neighbourhood of Port Arthur have now frozen, with the result that the movements of the Japanese troops are much facilitated.

A Shimomoseki telegram, of the 12th inst., to the *Yiji*, reports that a Russian officer who surrendered to the Japanese troops on the 5th inst. states that General Stoessel frequently inspects the troops in the front lines in company with his wife. The General is now rather dispirited, but his wife is constantly encouraging him.

The *Mainichi* correspondent at Moji has obtained the following statement from an officer who has just returned from Port Arthur:—On the 6th inst., at three o'clock in the afternoon, a Russian staff officer, accompanied by four junior officers, proceeded to a place at the south-eastern foot of 203 metre hill and displayed a white flag. A Japanese staff officer and a few other officers went to receive them, and were asked by the Russians to consent to a conference being held on the 7th, at 3 p.m., midway between the Russian and Japanese advanced lines, south of Suishin. The Japanese consented, and the conference was duly held at the appointed place. In the course of this the Russians asked for a further short truce in the vicinity of 203 metre hill for the purpose of clearing away the dead bodies, whereupon the Japanese replied that they would comply with the request, on the condition that a truce should also be proclaimed in the vicinity of Sonshushan. The Russians refused this request and consequently the proposed truce at 203 metre hill was not granted. Almost all the Russian reservists were killed in the fourth general attack by the Japanese, but there are still about 4,000 available combatants. A portion of the volunteers, consisting of men above sixteen years of age, is used along the frontal line, the remainder being employed in the rear, together with the Chinese. Being now accustomed to warfare, they do not retreat or hide even under the severe Japanese fire. The garrisons at the batteries are very ably led and succeed in operating a large number of machine guns by means of very few men, the latter nimbly running from one to another. When they fire upon us the shells make a strange sound, like "goro goro," from which we conclude that they are of inferior quality, and that the guns are much worn. On the morning of the 6th, a Russian soldier surrendered to the Japanese on the height south of Tapingkiao. He disarmed himself with tears in his eyes, stating that he was a Pole, and that he was one of 3,000 of his countrymen who formed part of the garrison at the outset of the war, none of whom had any desire to fight for Russia. Many Chinese go to the Japanese lines to sell the troops eatables, in spite of the danger. Having become acclimatised, the Japanese troops are now in very good health and excellent spirits.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

With the adjustment of settlement accounts practically concluded a better feeling prevails, and the outlook is more cheerful than was noticeable yesterday. China Sugars sold for the account at \$27 and Indo-Chinas for cash for \$127, closing with buyers. Shanghai quotes Farmanas Tls. 153 sales, and Tls. 154 sellers; Hongkew Tls. 145 sellers; these are strictly for cash shares and no forward rates are available in the absence of any shares offering.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

RETURN OF THE LITTLE FAVOURITES.

COMMENCING

TO-NIGHT! TO-NIGHT!
(SATURDAY), December 24th.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

TO-NIGHT,

"THE BELLE OF NEW YORK."

MONDAY and TUESDAY,
December 26th and 27th,
"THE GEISHA."WEDNESDAY and THURSDAY,
December 28th and 29th,
"A GAILEY GIRL."

KING DODO IN ACTIVE PREPARATION.

PRICES AS USUAL.

Box Plans at the ROBINSON Co.
Hongkong, 24th December, 1904. [1350]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.
THE Company's Steamship

"PALAMCOTTA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 26th inst., will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Agents.
Hongkong, 24th December, 1904. [1352]

To-day's Advertisements.

HONGKONG REGATTA.

A REGATTA under the Patronage of H.E. The GOVERNOR, H.E. Vice-Admiral Sir G. NOEL, K.C.B., K.C.M.G., H.E. Major-General VILLIERS HATTON, C.B., Commodore C. G. DICKEN, R.N., and will include the following Races:—

1. THE GOVERNOR'S CUP: A Challenge Cup presented by H.E. the Governor, for four oars; limited to residents of Hongkong. Each crew to be drawn from a single unit, defined as—A Regiment, a Ship, a Corps, the Volunteers, a Firm, or any body of gentlemen working together in the same profession or calling. If any one unit is not strong enough to provide a complete crew, then any combination of two similar units may be made. A Club whose object is rowing simply is not eligible to compete. Entrance fee, \$10.
2. JUNIOR FOURS: the crews will be made up by the Committee from the entries received. Limited to Hongkong. Entrance fee, \$10.
3. OPEN PAIRS: Entrance fee, \$5.
4. PAIRS, RANDAM GIGS: Limited to Hongkong. Entrance fee, \$5.
5. OPEN TUB SCULLS: Entrance fee, \$2.50.
6. MEN-O-WAR GIGS AND WALKERS: Entrance fee, \$1. Post entries allowed.
7. MEN-O-WAR CUTTERS: Entrance fee, \$1. Post entries allowed.
8. AND THREE SAILING RACES:—

1. H.E. THE GOVERNOR'S CUP for Cruising Yachts. English Rig.
2. THE COMMODORE OF R. H. K. Y. C.'S CUP for Cruisers. Chinese Rig.
3. A HANDICAP for all Yachts under 26 feet linear rating. Entrance fee, \$4.
Rowing Course—One Mile. It is hoped to arrange a course off Wanchai.

Boats to be approved by the Committee. By kind permission of the V. R. C. and the H. K. B. C., boats will be provided for the first 6 races (in training and at the meeting) on application by intending competitors to the Committee. Invitations have been sent to other Boat Clubs in the Far East to compete in the Open Races.

ENTRIES CLOSE ON FEBRUARY 1st, 1905, and should be sent to the Hon. Secretary, Central Station. The Committee is constituted as follows: Colonel L. F. Brown, R.E., Chairman; Messrs. E. W. Mitchell, A. Chapman, G. A. Caldwell, C. H. Gale, F. W. Warre, and H. F. Chard, Hon. Treasurer.

E. R. HALLIFAX, Hon. Secretary.

Hongkong, 24th December, 1904. [1354]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA," LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, via S.S. *Marmora*.
Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 24th December, 1904. [14]

Intimation.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment toH.M. THE KING
and
H.R.H. the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	"PRIAM"	4th January.
GLASGOW AND LIVERPOOL	"WRAYCASTLE"	5th January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January, "
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January, "
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January, "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th December, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NAGASAKI	"CHIBLI"	25th December.
SHANGHAI	"WOOSUNG"	26th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU" * †	26th "
MANILA	"TEAN"	27th "
SHANGHAI	"TAIWAN"	28th "
SHANGHAI	"KASHING"	28th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th December, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 31st Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 7th Jan., 1905, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th December, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via SUEZ CANAL
PROPOSED SAILINGS.

Steamship	About
"RAS ISSA"	20th January, 1905.
"CLAUDEDALE"	30th January, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 21st December, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON;

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 31st, "
"ARABIA"	4,483	Bahle	February 20th, "
"ARAGONIA"	5,198	Schuldt	March 12th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Peking
Street, has always on hand
FIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY
of every variety.
Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1905.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers
Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN
"KWONG TUNG" 1,338 H. W. WATKIN
Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"
Captain E. J. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.
1st Class \$3.00 for Single Journey.
2nd " 1.50
Meals 1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENTON & Co.,
Canton Agents.
Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer
"YING KING,"
Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street at 7.30 P.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Persuader's wharf at Macao.
FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return \$3.00, " \$5.00
Tiffin and Dinner may be had at Board
at \$1 each meal.YUK ON & CO., LD.,
S. A. NORONHA,
Macao Agent.
Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.M.
This Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.
Tiffin and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin, which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
and Phipps, No. 16, Victoria Street.
Hongkong, 5th November, 1904.REGULAR STEAMSHIP SERVICE
TO NEW YORK,
via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"SHIMOSA"	30th December.
"GHAEZE"	25th Jan., 1905.
"SATSUMA"	5th Feb., "

* Via Malacca Coast.

For Freight and further information, apply
toDODWELL & Co., LIMITED,
Agents.

Hongkong, 23rd December, 1904.

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship
"PALAMCOTTA,"
Captain Garland, will be despatched as above,
on TUESDAY, the 27th instant, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 19th December, 1904.FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
"GREGORY APCAR,"
Captain J. G. Olfert, will be despatched for the
above Ports, on WEDNESDAY, the 28th
instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 22nd December, 1904.

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUN PRACTICE
will be carried out as under:
Stonecutters, on WEDNESDAY, the 28th
instant, in a South-Westerly direction, at
ranges from 600 to 4,000 yards.Stonecutters, on FRIDAY, the 30th instant,
in a South-Westerly direction, at ranges
from 600 to 4,000 yards.Lyemum, on FRIDAY, the 30th instant, night
firing in the direction of Junk Bay, at
ranges from 600 to 6,000 yards.If the weather is unfavourable on either date,
Practice will take place on the following day,
but if unfavourable for night firing, the Practice
will be cancelled.Practice will commence about 9 A.M. and
finish about 11 A.M., if the range is clear at
Stonecutters, and at 7 P.M. and finish about
9 P.M. at Lyemum.All ships, junks and other vessels are to
keep clear of the range.L. BARNES-LAWRENCE,
Harbour Master, &c.
Harbour Department,
Hongkong, 21st December, 1904.SELF CURE NO FICTION!
MARVEL UPON MARVEL!NO SUFFERER
NEED NO DESPAIR,
but without running a doctor's bill or falling into
the deep ditch of quackery, may safely, speedily
and economically cure himself without the know-
ledge of a second party. By the introduction of
THE NEW MEDICAL
THERAPY.A complete revolution has been wrought in this de-
partment of medical science, whilst thousands have
been restored to health and happiness who for
years previously had been merely dragging out a
miserable existence.THERAPY NO. 1—A Sovereign
Remedy for all the various
diseases of the urinary
system, such as gonorrhoea, urethritis, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 2—A Sovereign
Remedy for all the various
diseases of the blood, such as
syphilis, leprosy, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 3—A Sovereign
Remedy for all the various
diseases of the skin, such as
eczema, psoriasis, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 4—A Sovereign
Remedy for all the various
diseases of the nervous system,
such as neuritis, neuralgia, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 5—A Sovereign
Remedy for all the various
diseases of the digestive system,
such as indigestion, dyspepsia, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 6—A Sovereign
Remedy for all the various
diseases of the respiratory system,
such as bronchitis, asthma, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 7—A Sovereign
Remedy for all the various
diseases of the circulatory system,
such as heart disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 8—A Sovereign
Remedy for all the various
diseases of the excretory system,
such as kidney disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 9—A Sovereign
Remedy for all the various
diseases of the reproductive system,
such as gonorrhoea, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 10—A Sovereign
Remedy for all the various
diseases of the endocrine system,
such as diabetes, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 11—A Sovereign
Remedy for all the various
diseases of the immune system,
such as tuberculosis, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 12—A Sovereign
Remedy for all the various
diseases of the integumentary system,
such as skin disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 13—A Sovereign
Remedy for all the various
diseases of the musculoskeletal system,
such as rheumatism, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 14—A Sovereign
Remedy for all the various
diseases of the nervous system,
such as neuritis, neuralgia, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 15—A Sovereign
Remedy for all the various
diseases of the circulatory system,
such as heart disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 16—A Sovereign
Remedy for all the various
diseases of the excretory system,
such as kidney disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 17—A Sovereign
Remedy for all the various
diseases of the reproductive system,
such as gonorrhoea, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 18—A Sovereign
Remedy for all the various
diseases of the endocrine system,
such as diabetes, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 19—A Sovereign
Remedy for all the various
diseases of the immune system,
such as tuberculosis, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 20—A Sovereign
Remedy for all the various
diseases of the integumentary system,
such as skin disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 21—A Sovereign
Remedy for all the various
diseases of the musculoskeletal system,
such as rheumatism, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 22—A Sovereign
Remedy for all the various
diseases of the nervous system,
such as neuritis, neuralgia, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 23—A Sovereign
Remedy for all the various
diseases of the circulatory system,
such as heart disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 24—A Sovereign
Remedy for all the various
diseases of the excretory system,
such as kidney disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 25—A Sovereign
Remedy for all the various
diseases of the reproductive system,
such as gonorrhoea, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 26—A Sovereign
Remedy for all the various
diseases of the endocrine system,
such as diabetes, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 27—A Sovereign
Remedy for all the various
diseases of the immune system,
such as tuberculosis, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 28—A Sovereign
Remedy for all the various
diseases of the integumentary system,
such as skin disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 29—A Sovereign
Remedy for all the various
diseases of the musculoskeletal system,
such as rheumatism, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 30—A Sovereign
Remedy for all the various
diseases of the nervous system,
such as neuritis, neuralgia, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 31—A Sovereign
Remedy for all the various
diseases of the circulatory system,
such as heart disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 32—A Sovereign
Remedy for all the various
diseases of the excretory system,
such as kidney disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 33—A Sovereign
Remedy for all the various
diseases of the reproductive system,
such as gonorrhoea, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 34—A Sovereign
Remedy for all the various
diseases of the endocrine system,
such as diabetes, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 35—A Sovereign
Remedy for all the various
diseases of the immune system,
such as tuberculosis, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 36—A Sovereign
Remedy for all the various
diseases of the integumentary system,
such as skin disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 37—A Sovereign
Remedy for all the various
diseases of the musculoskeletal system,
such as rheumatism, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 38—A Sovereign
Remedy for all the various
diseases of the nervous system,
such as neuritis, neuralgia, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 39—A Sovereign
Remedy for all the various
diseases of the circulatory system,
such as heart disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 40—A Sovereign
Remedy for all the various
diseases of the excretory system,
such as kidney disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 41—A Sovereign
Remedy for all the various
diseases of the reproductive system,
such as gonorrhoea, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 42—A Sovereign
Remedy for all the various
diseases of the endocrine system,
such as diabetes, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 43—A Sovereign
Remedy for all the various
diseases of the immune system,
such as tuberculosis, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 44—A Sovereign
Remedy for all the various
diseases of the integumentary system,
such as skin disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 45—A Sovereign
Remedy for all the various
diseases of the musculoskeletal system,
such as rheumatism, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 46—A Sovereign
Remedy for all the various
diseases of the nervous system,
such as neuritis, neuralgia, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 47—A Sovereign
Remedy for all the various
diseases of the circulatory system,
such as heart disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 48—A Sovereign
Remedy for all the various
diseases of the excretory system,
such as kidney disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 49—A Sovereign
Remedy for all the various
diseases of the reproductive system,
such as gonorrhoea, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 50—A Sovereign
Remedy for all the various
diseases of the endocrine system,
such as diabetes, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 51—A Sovereign
Remedy for all the various
diseases of the immune system,
such as tuberculosis, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 52—A Sovereign
Remedy for all the various
diseases of the integumentary system,
such as skin disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 53—A Sovereign
Remedy for all the various
diseases of the musculoskeletal system,
such as rheumatism, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 54—A Sovereign
Remedy for all the various
diseases of the nervous system,
such as neuritis, neuralgia, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 55—A Sovereign
Remedy for all the various
diseases of the circulatory system,
such as heart disease, etc., which
cause irreparable harm by laying the foundation
of various diseases and infirmities.THERAPY NO. 56—A Sovereign
Remedy for all the

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN."

Captain R. Schmitz, will be despatched for
MARSEILLES on TUESDAY, the 27th
DECEMBER, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. DUMBEA 10th January, 1905.

S.S. AUSTRALIAN 24th January, 1905.

S.S. SALAZIE 7th February, 1905.

L. BRIDOU,

Acting Agent.

Hongkong, 20th December, 1904. [9]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL"

Captain G. Philipps, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 31st
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons,
from Colombo, Passengers' accommodation in
which vessel is secured before departure from
Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Oriental,
due in London on the 12th February, 1905.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 17th December, 1904. [14]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tremont.....	9,066	T. W. Garlick.	Ab. Jan. 14
Lynx.....	4,417	G. V. Williams.	" Feb. 9
Pleides.....	3,753	F. G. Purington.	" Mar. 4

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tremont..... 9,066 T. W. Garlick. Ab. Jan. 3

CHEAP FARES, EXCELLENT ACCOMMODATION

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut, and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 24th December, 1904. [12]

NOTICE OF REMOVAL.

A. FOOK & Co.,

SHIP AND HOUSE COMPRADORES,

have this day

REMOVED

TO

No. 12, POTTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904. [112]

For Sale.

FOR SALE.

ONE VERTICAL ENGINE with Fly
Wheel and Governor, one cylinder 9½
inches diameter by 8 inch stroke.
One VERTICAL ENGINE with Fly Wheel
and Governor, one cylinder 12½ inches diameter
by 12 inch stroke.
One VERTICAL ENGINE with Fly Wheel
and Governor, two cylinders 9½ inches diameter
by 12 inch stroke.
One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 11½ inches
diameter by 36 inch stroke.
One HORIZONTAL ENGINE with Fly
Wheel and Governor, one cylinder 16 inches
diameter by 30 inch stroke.
The above can be inspected, and all particu-
lars obtained, upon application to the
Manager, Kowloon Dock.

W. B. DIXON,

Chief Manager.

Hongkong, 10th December, 1904. [1330]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.00 per Cask
ex Factory.

In Bags of 250 lbs. net \$8.20 per Bag
ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd September, 1904. [783]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,

for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

To Let.

TO LET.

OFFICES (Single or in suite) in Buildings,
next to Messrs. Jardine, Matheson & Co.,
Pedder's Street. Electric Lift.

Apply to—

AHMED RUMIANN,

64, Queen's Road.

Hongkong, 24th December, 1904. [1383]

TO LET.

ONE ROOM on the First Floor of
ALEXANDRA BUILDINGS.

Apply to—

SECRETARY,

A. S. Watson & Co., Limited.

Hongkong, 10th December, 1904. [729]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed, in flats
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 17th November, 1904. [996]

TO LET.

WILD BELL BUILDINGS, No. 147,
WANCHAI ROAD, Comfortable and
Airy Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

No. 13, MOSQUE JUNCTION.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 14th October, 1904. [49]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [1259]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [1436]

TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD,
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 2nd December, 1904. [936]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RI SERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$1,494,554	{ Div. of £1.10/- @ exchange 1/19 15/16 \$16.41 for first half-year 1904..... }	58 %	{ \$715 sales (London £70)
National Bank of China, Limited	99,925	£7	£7	{ \$1,000,000 81,739 }	\$21,668	\$2 (London 3/6) for 1903	52 %	\$39
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,000,000 81,739 }	\$150,404	\$17 for 1903	61 %	\$150 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,366 \$371,445 }	Nil.	\$4½ for year ended 30.4.1904	74 %	\$58
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 96 sa. & a.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 £20,000 \$372,749 \$893,110 \$846,773 \$700,000 \$37,794 }	\$2,078,997	\$35 for 1903	6 %	\$690 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$125,675 \$2,561 }	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,170,288 \$1,000,000 \$17,288 }	\$371,110	\$22½ for 1902	64 %	\$335 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ none \$185,000 \$80,935 \$250,000 \$600,000 \$157,555 }	Dr. \$63,123	\$5 for 1900	...	\$23 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ none \$185,000 \$80,935 \$250,000 \$600,000 \$157,555 }	Nil.	\$3 for year ended 30.6.1903	6 %	\$33½ buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ none \$205,000 £100,000 }	\$16,362	\$1½ for first half-year 1904	10½ %	\$28 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ none £205,000 £100,000 }	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4½ %	\$127 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ none Tls. 100,000 }	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 50 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ none Tls. 100,000 }	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 48 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ none £400,000 £60,000 £15,093 £400,000 \$21,075 \$18,000 \$130,153 }	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	25/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ none \$15,093 \$400,000 \$21,075 \$18,000 \$130,153 }	\$1,287	{ \$1.80 & b. 40 cts. \$0.90 & b. 20 cts. } for year ending 30.4.04	5½ %	\$40
Straits Steamship Company, Limited	5,000	\$100	\$100	{ none \$130,153 }	\$33,648	\$5 for 2nd ½-year making \$13 for 1903	9 %	\$145 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ none Tls. 201,614 }	Tls. 865	Interim of Tls. 1½ for 1904	10 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ none Tls. 100,000 }	Dr. \$147,717	Interim of \$5 for 1904	...	\$125 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none Tls. 100,000 }	Dr. \$73,905	\$3 for 1897	...	\$15 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000 }	Tls. 1,635	Tls. 2½ for year ending 30.9.04	4½ %	Tls. 57½ ex div.
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ none £40,000 G \$10 G \$10 £18/10 £1 }	£7,820	No. 3 of 1/6	...	Tls. 6½ sales
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	{ none £40,000 G \$10 G \$10 £18/10 £1 }	G \$672,093	50 cents making G \$1 for 1904	6½ %	G \$10½ sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ none £40,000 G \$10 G \$10 £18/10 £1 }	£4,873	No. 12 of 1/- = 48 cents	...	\$4 sellers
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,229,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Docks, Wharves & Godowns.	6,000	\$25	\$25	{ none \$70,000 \$50,989 \$250,000 }	\$10,517	\$3.75 for 1903	8 %	\$45 sellers
Geo. Fenwick & Co., Limited	30,000	\$50	\$50	{ none \$70,000 \$50,989 \$250,000 }	\$28,015	Interim of \$2½ for 1904	4½ %	\$112
Hongkong & Kowloon Wharf and Godown Co., Ltd.	50,000	\$50	\$50	{ none \$25,500 \$505,471 }	\$505,471	{ \$6 dividend and \$2½ bonus for first half- year 1904	7½ %	\$215 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	{ none \$60,000 \$55,500 }	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	7½ %	\$203 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	{ none \$55,500 }	\$489	\$1½ for 1903	4½ %	\$27 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ none \$150,000 }	\$49,936	{ \$10 div. and \$2½ bonus } for 1903	6½ %	\$192½ sellers
Do. (Preference)	2,750	Tls. 100	Tls. 100	{ none Tls. 900,000 }	Tls. 48,153	\$7 dividend	6½ %	\$111
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ none Tls. 900,000 }	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	7½ %	Tls. 155 sales
Shanghai and Hongkew Wharf Company	31,000	Tls. 100	Tls. 100	{ none Tls. 487,210 }	Tls. 22,895	Interim of Tls. 4 for 1904	8½ %	Tls. 127½ sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ none \$2,100,000 }	\$43,732	\$6 for first half year 1904	5 %	\$230 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ none Tls. 6,000 }	Tls. 1,760	Tls. 18 for 1903	9½ %	Tls. 190 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ none Tls. 41,000 }	\$9,089	\$2½ for year ended 30.6.1904	9 %	\$28 sales